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A MONTHLY REVIEW OF THE UFO PHENOMENON
REPORTS, INVESTIGATIONS & ANALYSES

"There is no hope of advance in science without a paradox."—Niels Bohr

DRAMATIC RADAR-VISUAL CASE IN WISCONSIN

EIGHT UFOS SELECTED FROM 147 U.S. CASES

THE BOLIVIAN CRASH

THE ELSBERRY, MISSOURI FLAPS: UFOS & CATTLE MUTILATIONS

UFO FOR SALE

CIA SUIT YIELDS PAYDIRT

LAKENHEATH: CLASSIC REVISED?

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EDITORIAL

by Dr. J. Allen Hynek

The question is frequently asked: "Why don't we have good pictures of UFOs? All we seem to see are blobs in the distance, generally out of focus and proving nothing." With all the cameras and film used annually by the American public alone, shouldn't we expect at least a few good Close Encounter pictures? One would certainly think so until one examines the situation more closely. What are the conditions under which we would expect a picture to be taken, of any UFO at any time?

Any UFO picture ever taken relied upon the following criteria: *availability of camera*—although people in general do *not* have cameras hanging from their necks, many times I have been told by UFO witnesses, "We *had* a camera but we just didn't think of using it. We were too excited to think about taking a picture". *Experience in using*: Posing Aunt Mary on the front porch in bright sunlight is one thing, but photographing Aunt Mary as she *slips on a banana peel and tumbles down the basement stairs* under poor lighting conditions is another. How many such pictures do we have? *Interest in having a picture made:* We'll assume, other things being equal, that the witness would have an interest in taking a picture, but usually this interest develops *after* the event! *Availability of the subject matter:* Very rarely, and then without warning. This is a strong deterrent! Yet, people have taken pictures of meteors and planes in the daytime. One noteworthy daylight meteor was photographed by a number of people on summer vacation with loaded cameras on hand. However, this meteor was available in many western States, and in "prime time". UFOs virtually *never* are available in several States almost simultaneously; they are *highly* localized, and seem to have the disturbing tendency

(cont. on back page)

J. Allen Hynek

ARGENTINA: San Luis, May 7. A squadron of 40 UFOs circled dozens of times in exact formation in one particular place in the sky of this province situated 400 kilometers west of Buenos Aires. According to information from the local paper La Voz Del Sur, the UFOs made their first appearance on May 4. Inhabitants of the town affirmed that the "ships" sailed in the sky in the midst of a luminous bluish-green light.

SOURCE: Agence France Presse, May 8.

ARGENTINA: Remblon, Mondoza Province, July 14. Felipe Orozco, a train stationmaster expected to signal in a freight train shortly before midnight. Instead, a "strange object" flew over the station lighting up the area. Orozco fled from the signal tower to his office and hid, as did some domesticated animals. When the stationmaster failed to open a switch for the arriving freight train, the engineer found him in a state of shock in the office. He was hospitalized the next dav.

SOURCE: The Melbourne, Australia HERALD, July 15.

FOREIGN FORUM

This is a representative sampling of UFO sightings obtained from around the world. While we cannot exert the same degree of control over these cases as domestic ones, it is at least of value to see that the same characteristics are reported for the phenomenon abroad as in the U.S.

BOLIVIA: Mecoya, May 6. At 4:15 PM, hundreds of witnesses as far north as Sucre, Bolivia to Northern Argentina watched what was variously described as a "cylinder", a "fireball", a black-nosed "missile" with flames out its rear and a "disc" on edge with pink and yellow rays streaming out of its rear giving the impression of a cylinder flying across the Bolivian skies. The trajectory was generally described as being directed SSE until it was over the city of Tarija at which time it shifted to the SW. Some people thought they could see a smoky trail behind the object. Then at the Argentine border, the object appeared to explode with a blast that was heard 80 miles away; residents of the border area also reported the ground trembling and the sound of a second, softer explosion from 40 seconds to two minutes later. Local residents also reported seeing a column of smoke rising into the air.

Various expeditions to the area west of Mecoya revealed a large fresh landslide, superimposed on a second older one, on the shoulder of Cerro Bravo mountain, just inside Argentine territory. Three Bolivian Air Force officers at the site estimated the rockslide to be one mile long and a thousand feet wide. The rocks appeared to be burned whitish, the grass was brown and withered and a trench three meters deep and four meters wide at the top ran down most of the slide. All three officers said they believed something crashed into the mountain but they found no debris. They brought a pick with them for digging, but the 45-degree incline of the slide made them fear they would trigger an avalanche. No radiation equipment was taken to the site.

What about American involvement? Two U.S. Air Force officers attached to the American embassy in La Paz accompanied some high-ranking Bolivian officers at the Bolivian's request in a visit to Tarija to make inquiries. No visit to the border area was made, apparently. Contrary to published reports, the crash site was not cordoned off by the military. Researcher Todd Zechel obtained five declassified documents from the Department of State, of which IUR has copies. None of these indicate anything that hasn't been presented here, except that no entry of space debris could be correlated to the sighting by NORAD. Given a certain amount of exaggeration in the accounts, the prospect of a meteor impact is a strong one.

SOURCE: Robert Pratt, present in Bolivia, and Todd Zechel.

CANADA: Toronto, Ontario, April 9. A single witness looking out of his apartment bedroom window at 10:10 AM watched a silver shiny cigar travelling eastbound in the northern sky for 10 seconds. The UFO was described as brighter than the moon against a clear daytime sky and did not have a break in its surface except for a black line. No trail or means of propulsion could be detected by him.

SOURCE: Direct communication by witness.

FINLAND: Hameenlinna, near Renko, June 2.At 7:10 PM a married couple driving toward town watched a formation of 7 to 9 bright lights 15 degrees up in the eastern sky with clearly visible contours. After 8 seconds, they disappeared behind trees. The weather was clear with a few upper atmosphere clouds. The witnesses live close to two airports and are familiar with airplane lights; however, they were unable to explain the nature of the observed lights.

SOURCE: Suomen Ufotutkijay ry, quarterly report to CUFOS

ITALY: near Mt. Etna, Sicily, July 4. Two air force sergeants, Franco Pedallare, 21, Attilio di Salvatore, 30, a navy NCO, Maurizio di Pietro, and a Mrs. Antonia Esposito were driving back from a trip in the mountains when they spotted a triangular formation of three red pulsating lights above Monte Sona. When they stopped the car to get out and look, one of the lights broke away from the group, approached as close as 300 meters and disappeared behind the mountain. Driving in that direction, they stopped again by a ravine and got out to look at a luminous 12-meter disc which gave off a strong yellow light down at the bottom, 100 meters away. Five or six very tall beings were standing next to the object; two of them walked up the ravine to within five meters of the witnesses. The UFOnauts were very tall, dressed in tight-fitting white coveralls, had shoulder-length hair and beautiful human facial features. All four witnesses were paralyzed with fear. The two "men" smiled and one pointed to the disc, which gave off multicolored lights. When a car drove by on the road, the lights on the disc went out; the lights returned when the car was gone. Freed from the "spell", the four witnesses continued on to Catania. Total duration of sighting: 35 minutes. Mrs. Esposito told the papers that all four experienced a feeling of euphoria, even 36 hours after the experience. She was struck by the difference in attitude: "We were terribly frightened while they were friendly and smiling . . . and opened their arms to us. Maybe we earth people are the only ones who have evil feelings." The three officers could not be interviewed but all agreed to fill out questionnaires.

SOURCE: La Sicilia, July 6.

EIGHT CASES SELECTED FROM 147 U.S. CASES: June 15-July 14

139 reports were judged to be identifiable or inappropriate.
Refer to the monthly "Profile" feature for complete evaluations.

U.S. SIGHTINGS

HOW WE LEARN OF UFO'S: UFO reports are from news departments, civilian organizations and individuals all over the world, but most of our reports stem from the Center for UFO Studies' UFO Central Hotline. This is a 24-hour, toll-free telephone service for the exclusive use of law enforcement agencies, FAA agencies, planetaria and other formal channels. This gives us the chance to follow up *all* cases rapidly for first-hand information with unlimited long-distance capability. Other advantages include screening of the hoaxers Indeed, police who patrol when others are asleep are encouraged to fill this void.

HOW WE DEFINE UFO'S: Any anomalous aerial phenomena whose appearance and/or behavior can't be ascribed to conventional objects and effects—not only by the original witnesses, but also by analysts who possess technical qualifications the original observer may lack.

NL—Nocturnal Light: distant anomalous lights seen in the night sky
DD—Daylight Discs: distant disc-like objects seen during the day
RV—Radar/Visual: UFOs seen by radar and vision simultaneously

CE I—Close Encounter of the First Kind: UFOs seen within 500 feet
CE II—Close Encounter of the Second Kind: CE I's that leave behind physical traces
CE III—Close Encounter of the Third Kind: CE I with humanoid occupants seen

HOW WE NUMBER CASES: All UFO sightings will receive a three element number which will serve as a case "name". The first numbers refer to the volume and issue number of the edition that contains the case, and the last number refers to the order it arrived (example: 1-1-7, the seventh case of the first issue).

UFOs of Limited Merit

These reports are of intermediate stature. They are UFOs in the sense that we don't know what they are, but for a variety of stated reasons, they are not worthy of the closest scrutiny. Note: UFOs (and IFOs) can fail to appear on radar for a wide variety of reasons.

CASE	TYPE	DATE	TIME	DURATION	WITNESSES	PLACE
3-8-12	NL	6-18-78	10:45 PM	1 hour	6	Elsberry, MO

Manford Hammond, a 43-year old water superintendent, was the reporting witness to the best of the publicized sightings in what is locally regarded as a UFO flap by the residents of Elsberry, MO.Hammond lives on the top of a hill on Black St. on the SW edge of town on 1½ acres of rural property. He has neighbors to the north, but there are no houses to the south of him. After listening to talk of UFO sightings on his police scanner, Hammond was called out to the front porch by his son. Once outdoors, he could see a uniformly-illuminated shape like "two hub caps put together" with a dark band around the equator. This saucer was always viewed edge on and had an apparent size equal to ¼ of the moon (which was seen at the same time in the west). The form was distinctly outlined, intensely bright and fluorescent white in color. Heat waves seemed to be rising from the surface. Hovering stationary in the clear southeastern skies for 3 to 4 minutes, the saucer rose straight up and descended again out of view. Rising up again from the trees in the east, it headed westward across the sky, dropping behind trees again. Spiralling around the area, it moved further away, growing smaller, and disappeared low in the SE again, miles away. All of these motions were very slow and silent.

Binoculars were required to resolve the outline, dark band and heat waves clearly (10 x 50). Hammond was accompanied by his wife, his son, 18, daughter, 16, and his neighbors Mr. and Mrs. Melvin Parker. Hammond described the saucer as "something out of a storybook." There were two nights of crowds on his property following publicity of the event on KTVI in St. Louis. This was Hammond's first UFO sighting; he was to claim four more. One of these looked like an orange "golfball".
(see BACKGROUND ON ELSBERRY at the end of this article).

3-8-18	NL	6-22-78	1:30 AM	4-5 min.	3	Pacific Palisades, CA

A 31-year old secretary watched an irregularly-shaped oval glow with an indistinct outline and shifting green/yellow/grey colors like a "TV glow". The apparent size of a distant plane, the glow moved very slowly eastward from its initial position 45° up in the NW until it reached the NE at 45° up. The actual distance covered was deemed to be short by the witness who felt it wasn't far away. Suddenly it moved "incredibly fast" higher up along the witness' line of sight until it was as small as a star. Then it moved in an arch over them back to the group's left in 2 minutes (presumably faster now as it was deemed to be further away). It was last seen 60° up in the NW before becoming too high to be seen. No sound, clear sky, first time seen by reporting witness.

Discussions with the other witnesses confirmed the unusual trajectory described. One of them likened the shifting of the colors to a rotating "turntable". No other independent reports from the area.

3-8-21	CE III	6-22-78	10 PM	to come	to come	CA

This case, involving UFOnauts with chrome suits (bearing snake-and-dragon emblems) is currently being investigated by Richard McCallum for IUR. Details will appear next issue.

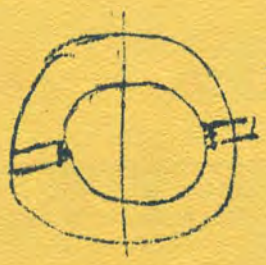
3-8-24 is described in detail in this issue.

3-8-80 DD 7-4-78 3:15 PM 20 + 15 sec. 2 Santa Paula, CA

A small, 3-foot by 3-foot domed saucer was seen by pilot Floyd Hallstrom, marking the second Daylight Disc reported by him this year (see IUR April, 1978). This time he flew with a second witness, Keith Sorensen. The dome was highly reflective like chrome, the body being a dull grey finish. The two protrusions drawn by Hallstrom here were seen to swivel back and forth as the object flew in a straight course toward them. Their Cessna was flying at 120 mph (Indicated Air Speed) at an altitude of 3500 feet and a 210° heading; the UFO shot past them at an estimated speed of 800 mph to their right and 30° below them. Total duration of this sighting was 20 seconds. Taking the controls, Hallstrom turned 180° in a "hopeless attempt to chase the thing down". Flying for 2 to 3 minutes, Hallstrom attempted a telepathic wish for the UFO to return; as if in response, the object rushed toward them again, passing them on their right again but 150 feet away and 50-100 feet above them, against blue sky. Second sighting duration: 15 seconds.

Hallstrom noted that this UFO was similar to the earlier sighting in January except for the thicker base, the lack of windows and the protrusions. No information is available at press time on any possible radar confirmation.

SIDE VIEW



TOP VIEW

3-8-81 DD 7-4-78 3:45 PM 6-7 min. 2 Schaumburg, IL

A 34-year old school principal watched a distinctly-outlined shiny metallic sphere the apparent size of a distant airplane rush in from the east (Chicago) at a speed that seemed faster than an aircraft and exceptionally high. The object stopped dead over his house and remained stationary for 2-3 minutes. Then it started rising with a slight veer to the south until it was out of sight one minute later. Last seen about 80° up in the ENE.

Second witness was his 5-year old daughter. A weather balloon? Prior to seeing the object, the witness was watching the clouds move from west to east; the sphere rushed in from the opposite direction. Information obtained too late to perform a meaningful radar/balloon check.

3-8-99 NL 7-6-78 10:17 PM 6 sec. 1 Kenosha, WI

After a strong thunderstorm, with light rain still falling, a golden egg-shaped form with a golden aura was seen emerging from the overcast clouds. Twice the size of a full moon, the small end of the "egg" was oriented in the direction of travel, which was toward the NE from a position 40° up above the SW. Moving slowly (an estimated 30-35 mph), the egg appeared to rise in silence into the cloud layer. Seen in a rural field by a 25-year old lumber salesman.

Moon was not visible on that date—too close to the sun to be seen. Possible ball lightning candidate?

3-8-129 CE I 7-11-78 11:20 PM 4 min. 1 Waterbury, VT

A 33-year old field representative, driving alone in a remote area on Rt. 100 3 miles south of Waterbury, saw a beam of light descending from the trees 1½ to 2 feet in diameter, but it spread out into a cone that covered the entire street and moved towards his car. Stopping his car in the middle of the road, the witness was blinded by the light as it illuminated the interior like "40 flash cameras". The reflection off the car hood was dazzling. Petrified for 45 seconds, the witness finally stuck his head out of the door; considerable heat was felt from the beam, but not enough to burn anything. The light shrank and dimmed away, revealing the silhouette of a saucer darker than the clear night sky and of large angular size. He guessed it to be 80 to 100 feet in diameter and treetop level high (60 to 70 feet). The saucer had small steady white lights on each side of the body, and a rib-like structure on the bottom. After hovering directly over his car this way for a few seconds, the saucer began a steady SW flight at a 25 to 30 degree incline for about 200 yards and suddenly took off almost instantaneously, too fast for the eye to follow.

Single witness case; witness desired anonymity, fearing for his business reputation. He described his reaction as "scared at the time," but in retrospect, he was happy to have had the experience. No radar confirmation by the FAA at Burlington. Three points of interest: the witness had full control over his car; he claims not to have seen "Close Encounters", and has a confidence-inspiring self-presentation.

BACKGROUND ON THE ELSBERRY EVENTS— ARE UFOs LINKED WITH CATTLE MUTILATIONS?

Elsberry, Missouri, a farming community 50 miles NW of St. Louis with a population of 1400, has been the scene of two concurrent "flaps" this summer; UFOs and cattle mutilations. Police Chief John Livengood told IUR of his involvement in six cattle mutilation discoveries from April 26 through June 24. In the first "mute", Livengood noted that the right ear, eye, tongue and sex organs were missing. The same features were noted in a second find on June 8, the property of farmer Forrest Gladney. Previously skeptical about UFOs, Gladney was called outside by his wife and 15-year old daughter Paula around 9 o'clock the very next night to see an orange light. Some press coverage had Gladney supposedly seeing a light as large as a full moon. Gladney told IUR that he only saw the light once it was obscured by trees, that his wife and daughter got the best look at it. Paula's description of the sighting was as follows: an orange light approached from the NE at a low angle and got brighter as if a headlight was being pointed at her. At its largest, it was an orange glow of light about ½ the moon's diameter. Then it cut to the south and seemed to recede eastward as well because it grew dimmer. The light was last seen in the south below the treetops after 2 or 3 minutes of flight time. That such a sighting is truly anomalous is questionable. Even more so are the sightings by Mr. Gladney on successive nights: large "stars" that flash colors as if "signalling to each other"; they remain motionless for one to two hours. Yet in terms of establishing empirical evidence of a causal link between UFOs and cattle mutilations in Elsberry, this case was as close as they came . . . and mere concurrence of two phenomena, while suggestive, does not a causal link make. Four more cattle deaths were described by Livengood. In the fifth case, Livengood said there were no flies on the carcass and it was still limber when he got there. The genital area and rectum were removed in a way that suggested surgery to him; the meat was red and looked cut instead of chewed and the sack containing the intestines was delicately avoided which surprised him. Other mutilation features which disturbed the ranchers included lack of blood in the wounds, missing strips of skin and missing features like ears (being made up of cartilage, the rancers couldn't see how ears would be appetizing to a predator). So while most of the cattle were found too late for a meaningful autopsy to be performed, the ranchers were angered when veterinarian William Newberry (brought in at the behest of the sheriff, Cliston Hilton) proclaimed the mutes to be the cause of predators. The police chief did agree with Newberry's conclusion that the sixth cattle death was caused by a lightning strike. Meanwhile, the county-wide flap of UFO sightings resulted in two primary kinds of alleged UFOs: orange glows that moved across the sky and point sources that remained fixed in position and flashed different colors (suggestive of scintillating stars?).

The wildest feature of all—and one that spearheaded early publicity—was the widespread discovery of hundreds of dead flies surrounding the dead cattle and literally sticking to tree branches. The flies were swollen shells, literally burst apart at the seams by some sticky substance that glued them to surfaces. Samples of the flies were submitted to veterinarians at the Ralston-Purina labs who had originally expected to study the dead cattle, providing a fresh one could be located. Local news coverage made it seem as if the flies were afflicted by a fungus "not known outside the laboratory", and suddenly the mutilations took on an air of

Photo of dead flies adhering to branch (above); 50 X magnification of a fungus-infected fly (below). Photos courtesy of Ralston-Purina.

"biological warfare" instead of extraterrestrial butchery. Discussions with Ralston-Purina vet J. M. Tufts, D.V.M. revealed that the press had played upon a statement that was made by a Dr. Laramore there that he *personally* had not seen the fungus in the field. The fungus was, indeed, a common one—genus entomophthora—which attacks the "Black Blow Fly" (Phormia regina) as found near the cattle. Tufts said that the cattle themselves were not the source of this natural fungus, but the attraction of thousands of flies to the carcasses resulted in the epidemic proporations of fly deaths. Once the fungus spores enter the bodies of the flies, they eject right out of the cysts and work quickly to consume the fly from within until the fungus swells the fly out and bursts through the the soft tissues (thus, the bands of fungus seen coming through the abdominal rings on the flies' bodies). The different species of entomophthora are not dangerous to cattle or humans, but all of the flies' internal structures can be completely absorbed and replaced by fungus within 48 to 72 hours.

Thus, the flies died of a naturally-existing fungus disease to which they have been previously subject. Tufts pointed out that the death of flies in the field is not usually a conspicuous event, that it was the cattle mutilations that gave this particular epidemic significance; the point made earlier about the concurrence of two phenomenon is noteworthy here. Dr. Tufts never had the chance to examine one of the dead cattle, and had no explanation of the seemingly surgical removal of organs leaving neighboring membranes intact; yet he did offer the following food for thought on the following cattle

mutilation features (similar statements were offered by veterinarian Newberry):

•*Mysterious rings in the ground (like UFO physical traces) surrounding the dead cattle:* "likely caused by the animal thrashing on the ground prior to death."

•*Absence of blood on or around the carcass:* Gravity pulls the blood down to the lower portion of the animal's body. "Blood clots in the vessels shortly after death and would not be very obvious in the major vessels. Any blood on or around the carcass would be quickly cleaned up by predators and flies. Apparently most of the local cases have involved cattle that have been dead for days prior to discovery."

•*Predatory animals and flies have been reluctant to feed on the animals:* "apparently this impression was derived from the dead flies sitting life-like on the branches and making no effort to visit the carcass. Meanwhile the hundreds of flies visibly feeding on the carcass on TV apparently were completely ignored."

•*It was unnatural for a cow to die lying on its sternum:* "while it is more likely for an animal to be stretched out on its side, there are certainly no requirements as to the position a cow has to be in to die and they can die quickly and quietly while on their sternums and remain in that position."

•*Why would predators eat eyes and cartilage-filled ears?:* Eyes are soft tissue; according to Dr. Tufts, birds prefer them because they are easier to pick at than the animal's tough hide. Tufts has also seen *live* animals with their ears half-eaten by flies! Apparently, they are attracted to the edges. Dogs are affected this way, too. Ralston-Purina mades a point of spraying repellent on the ears of their animals because of this affinity.

•*Why sex organs and the rectums of cattle?:* Again, the skin is softer than the rest of the hide in general.

While the cattle problem obviously suffers, therefore, from an "IFO" problem all its own, there are interesting cases nonetheless. Still, where is the touted link with UFOs? To quote UFO witness Manford Hammond: "there's no way to connect the two".

UFO IMPACT:
TECHNOLOGY

NEW LIGHT ON LAKENHEATH

by Ian Ridpath

A leading British participant in the celebrated Lakenheath UFO case has spoken publicly for the first time. His first-hand testimony reveals that much of the existing evidence in this case, including that contained in Blue Book files, is either misleading or erroneous. In particular, he confirms that the radar targets seen earlier on the night of the event were radar "angels", which are prevalent in that area of England; and that the pilot of the Venom interceptor which later was sent to investigate a target did not report seeing the object visually. Therefore, at the very best, Lakenheath must now be regarded as a radar-only case, although the object causing the radar target chased by the Venom remains unidentified. However, it seems likely that the radar returns were caused by atmospheric effects or an enemy aircraft. It is no longer possible to support the oft-repeated assertion that Lakenheath is "one of the most significant radar-visual cases."

The witness, Freddie Wimbledon of Guildford, Surrey, came forward after an article on UFOs by the present writer had appeared in the London *Sunday Times* for March 19, 1978. Mr. Wimbledon, a retired RAF officer, wrote a letter to the newspaper giving his recollection of the case, an annotated version of which follows. (A similar letter appeared in Flying Saucer Review, vol. 24, p. 31).

Mr. Wimbledon was personally involved with the case because he was chief controller at the main radar station in Norfolk, England, on

BACKGROUND ON LAKENHEATH:

The "radar-visual" case at Lakenheath, England has always been one of the best publicized such events. It took place on the night of August 13, 1956 at 10:30 PM through 3:30 AM the next morning. Detailed descriptions of the event include Dr. James McDonald's article in the March/April 1970 *Flying Saucer Review* and Gordon Thayer's write-up in *Astronautics and Aeronautics* for July and September, 1971. Yet even the brief mention of the case in Dr. Hynek's UFO EXPERIENCE called attention to the "grossly incomplete investigation both by Blue Book and by the Condon Committee, whose conclusions, however, are worth noting: "In summary, this is the most puzzling and unusual case in the Radar-Visual files".

The recent disclosures on the case began with this response to the London SUNDAY TIMES on April 9, following an article on Lakenheath by Ian Ridpath based on what was known at the time.

IN The UFO Conspiracy (Spectrum, March 19) you state that the Lakenheath incident was thoroughly investigated by Philip Klass of Aviation Week. How is it that I, one of the main participants, was never approached?

I was chief controller at the main radar station in Norfolk on the night in question. My duties were to monitor the radar picture and to scramble the battle flight, who were on standby 24 hours a day, to intercept any intruder of British airspace not identified. I remember Lakenheath ringing to say there was something "buzzing" their airfield circuit but they couldn't see what it was.

I scrambled a Venom night fighter from the battle flight and my controller in the interception cabin took over control of it. The interceptor cabin crew consisted of one fighter controller (an officer), a corporal, a tracker and a height reader. That is, four people as well as myself, could see the object on our radar.

HQ Fighter Command was kept in the picture and a full report made. A senior officer from Air Ministry came down and interrogated me and others. We were told not to discuss it and for 22 years I have kept silent. What puzzles me is, how did the story, garbled as it was, come out?

F H C Wimbledon (RAF retd)
Guildford

A similar letter was sent to *Flying Saucer Review* and published in the June issue this year. Note that in the portions shown below, Wimbledon opted to leave out his name even though he previously signed his letter to the London newspaper:

Dear Sir,—Although the Blue Book and Condon reports, and subsequent reports by Dr. J.E. McDonald appeared a long time ago, my attention has only recently been drawn to them. This is a pity, as an awful lot of genuine UFO investigators have been misled for several years.

I will not concern myself with the early reports of random sightings prior to 23.00 hours on the nights of 13/14 August 1956 as that was the time I went on duty, and the officer I relieved had reported nothing unusual.

What does concern me, however, is the subsequent report made by the Watch supervisor on duty at Lakenheath RTCC. Admittedly the statements were made after a time of in the Intercep on Cabin took over control of it. The Interception Control team would consist of one Fighter Controller (an Officer), a Corporal, a tracker and a height reader. That is, 4 highly trained personnel in addition to myself could now clearly see the object on our radar scopes. I also took the precaution of manning a second Interception Cabin to monitor and act as "backup" to the first.

[illegible] careful watch was not seen again by us.

I am highly suspicious of many facets of the early reports by the GCA operators at Bentwaters and Lakenheath, being thoroughly conversant with "angels", A.P. and spurious responses which are prevelant in that area, but the fact remains that at least 9 RAF ground personnel and 2 RAF aircrew were conscious of an object sufficiently "solid" to give returns on Radar.

Naturally, all this was reported and a Senior Officer from Air Ministry came down and interrogated us. [P.S. My name is known to the Editor *[of FSR]*, to whom I have spoken, but for obvious reasons is not for publication.

R.A.F. Fighter Controller (Rtd.)

August 13-14, 1956, the night of the event. As RAF fighter controller, his duties were to monitor radar coverage of the area and to scramble the battle flight to intercept any intruders of British airspace not positively identified. For him, the incident started when Lakenheath air force base rang up to say that something was "buzzing" their airfield circuit but they could not see what it was.

Several accounts speak of the object being radar-tracked for up to an hour beforehand, but this was not the case. The objects radar-tracked earlier that evening are described in the standard report on Lakenheath by Gordon Thayer in Astronautics and Aeronautics for September 1971, a copy of which I sent Mr. Wimbledon. His opinion is that these objects were radar angels. "In that area all sorts of things used to crop up," he told me in subsequent conversation. It would not take much imagination, he said, for someone to imagine that various spurious targets represented an object travelling at speeds from 80 to several thousand miles per hour.

In response to the Lakenheath call, Mr. Wimbledon's written account goes on, he scrambled a Venom night fighter from the Battle Flight and his team took control of it. The Venom was *not* under control of Lakenheath, and was not vectored onto the target by them. In addition, the Venom pilot was in contact only with officer Wimbledon's flight controllers, not Lakenheath, despite the contrary impression given by the Blue Book accounts.

His letter continues: "To say the pilot of the Venom was alone is too ridiculous, as the Venom night fighter had the navigator/radar operator sitting offset on his right and could under no circumstances operate the radar and fly the aeroplane." Philip Klass, in his book *UFOs Explained*, had made the suggestion that the pilot was alone to account for the fact that, according to the Blue Book files, the pilot radioed: "Roger, Lakenheath, I've got my guns locked on him." As Klass correctly noted, a qualified radar operator would not have said such a thing, for the Venom's radar had no such gun-lock facility. But the answer is straightforward: the Blue Book account is wrong! At no time, avers Wimbledon, did the pilot make any reference to gunlock.

Klass had also noted that the pilot in his radio reports referred to himself in the singular, as though he were alone (perhaps this is why the standard Thayer and Macdonald accounts refer to the Venom as a singleseat fighter, which is incorrect). But Wimbledon informs me that this was the standard style for a pilot speaking to the ground, and does not mean that he was alone.

The letter goes on: "Having been vectored onto the tail of the object by the Interception Controller the pilot called "contact" then a short time later "Judy" which meant the navigator had it fairly and squarely on his own radar screen and needed no further help from my controller.

"After a few seconds, in the space of one sweep of our screens, the object appeared behind our own fighter and our pilot called "Lost contact, more help". He was told the "target" was now behind him and I scrambled a second Venom which was vectored towards the area. Before he arrived however, the object disappeared, obviously climbing at great speed beyond the reach of our height radar. Our two Venoms returned to base—not short of fuel as stated."

In subsequent discussion, Mr. Wimbledon informed me that there was no visual sighting reported by the pilot that he could remember. He also noted that the Venom had no tail radar and the aircraft's design made it impossible for the crew to see behind them, so that the pilot could not have known whether the object was behind him unless told by ground control.

Mr. Wimbledon noted that the performance of the radar UFO, which was outpaced by the Venom, was consistent with that of a terrestrial aircraft. In fact, the apparent backward motion of the object to get behind the Venom was, he told me, reminiscent of what appears on a radar screen when an aircraft performs a loop, which is a plausible manoeuvre for the object to make had it been aware that it was being chased by the Venom. In other words, it is not ruled out that the object actually was an enemy aircraft.

One problem is the range: enemy soil was a long way off, and it is not clear whether any enemy fighter of that time would have been able to travel that far. Another problem is the fact that the object's appearance and disappearance were not seen, and it is not in fact clear how the object arrived and departed. Mr. Wimbledon tells me he assumes that the object climbed rapidly when it departed, but it was not actually tracked doing so. Had it gone low, it would have been picked up by ground approach radar, he said. (This problem of the appearance and disappearance of the object applies also to an alien mechanical device). The object's mysterious appearance and subsequent disappearance would seem to argue in favour of an atmospheric effect, although Mr. Wimbledon is adamant that never in all his experience did he see any radar angles behaving in that fashion. In summary, he admits that he does not know what the object was, and has an open mind about it.

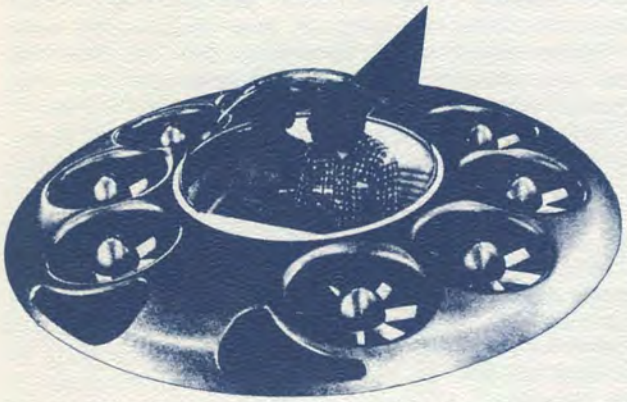
Nevertheless, his testimony is important in reaching a reasoned conclusion about the Lakenheath event. Although he is recalled events that happened 22 years ago, I know from having spoken to him that his memory is clear and coherent, and I would judge him a very reliable witness. After I sent him a copy of the Thayer account in Astronautics and Aeronautics, he described it to me as being in large part "pure fiction". This is hardly Thayer's fault, for it is now clear that the records of the event in Blue Book files on which he relied are heavily embroidered. For instance, Thayer's account refers to an airborne conversation between the pilot of the first Venom and a second one sent up to help him, but Mr. Wimbledon states categorically that no such conversation occurred, and even it it had it would not have been monitored by USAF personnel at Lakenheath.

As we have seen, in several other places his recollections flatly contradict what must now be seen as hearsay evidence, second-hand or worse, from USAF personnel contained in the Blue Book files. Of course, Mr. Wimbledon's own evidence may be considered suspect this long after the event. Until further British witnesses can be located, it seems wisest to suspend judgement on the Lakenheath UFO event. But from what is already available it is clear that the evidence has been so severely compromised that Lakenheath can never again be regarded as a "classic" radar-visual UFO case.

MAN-MADE UFO #3

Remember the personal "flying saucer" flown by George Jetson in the animated Hanna-Barbera series? It may become a reality . . . not in the next century but in the next five or ten years with no projected cost as yet. This vehicle is the brainchild of the Discojet Corporation of Davis, California which is already proclaiming the craft (prior to full scale flight tests) to be the first practical VTOL (Vertical Take-Off and Landing) vehicle with low initial cost, ease of operation, inherent operator safety and economical performance.

According to their most recent product information report (Sept. 1977), the computer-projected flight characteristics of their two proposed models are as follows:



Discojet I Specifications

Passengers	2
Cruise Speed	292 MPH
Rate of Climb	3850 FPM
Range	438 Miles
Hover Ceiling	7500 Ft. (O.G.E.)
Absolute Ceiling	36,000 Ft.
Fuel Consumption @ 20,000 ft.	12.7 MPG
Gross Weight	1100 lbs.
Payload	425 lbs.
Powerplant	Williams WR 19-3
Engine Thrust with water injection	630 lbs.
Augmentation Ratio	2.1
Dimensions	11'3" L, 9'3" W, 3'4" H

Discojet II Specifications

Passengers	6
Cruise Speed	325 MPH
Rate of Climb	4100 FPM
Range	1035 Miles
Hover Ceiling	7500 Ft. (O.G.E.)
Absolute Ceiling	36,000 Ft.
Fuel consumption @ 30,000 ft.	6.2 MPG
Gross Weight	3600 lbs.
Payload	1200 lbs.
Powerplant	P & W JT 15D-4
Engine Thrust	2500 lbs.
Augmentation Ratio	1.7
Dimensions	16' L, 13'6" W, 3'8" H

The fibreglas Discojet I employs eight Wankel rotary engines for propulsion, coupled with a highly redundant stabilization system that provides automatic pitch and roll control; the pilot need only concern himself with up/down, forward/backward and sideways motions. Engine noise is said to be at a minimum.

Why fly a saucer instead of a light plane or a helicopter anyway? The Discojet Corporation claims that in terms of payload, speed and power requirements, the Discojet will outperform helicopters beyond 120 m.p.h. and light planes above 230 m.p.h. Moreover, the simple mechanics and low maintenance of the craft means 75% less operating costs than a helicopter of comparable performance.

Projections aside, however, no one can say for certain when such craft will actually be operating in the skies. The Discojet Corporation has been predicting the completion of their flight tests *annually* since at least 1974. Peter Levin of Discojet told IUR that the Williams Research WR 19-3 engine is still not available to them yet; furthermore, the engine is probably too large for the smaller (and more UFO-like) Discojet I and will probably result in the earlier appearance of the larger Discojet II. In truth, the rate of development of both of these craft has been slowed by the corporation in favor of more profitable sideline ventures. Hence, the five to ten year delay . . . with the outside chance that they may never become a viable consumer product.

Still, imagine accurate, reliable reports from independent witnesses of "two humanoid beings" seated inside a "saucer with a transparent dome" which "hovers, lands and takes off vertically, and flies off at aircraft speeds". How will we ever tell the "real" CE IIIs from the man-made ones?

CASE UPDATE: NUMBER 3-5-18

In the May 1978 issue of IUR, we described the experience of a 26-year old cosmetologist and his wife in photographing a brown, non-reflective disc (described as domed) and seen as large as the full moon. The photo shown here is the clearest of three submitted to the Center by the witness, Leo Giampietro, as seen in Palm Springs, CA.

UFOS IN THE U.N.

Sir Eric Gairy, prime minister of the Carribean nation of Granada and promoter of the need for a United Nations UFO study group, requested a meeting between the U.N.'s Secretary-General Kurt Waldheim and a number of UFO researchers who will serve as a "steering committee" to advise on the planning for the U.N.'s possible role in UFOlogy. Pictured here at the July 14 meeting from left to right: astronaut Gordon Cooper, Dr. Jacques Vallee, Dr. Claude Poher, Dr. J. Allen Hynek, Prime Minister Sir Eric Gairy (behind Hynek), Sec'y-Gen. Kurt Waldheim, Morton Gleisner of the Special Political Committee, Producer E. Lee Spiegel, and researcher Leonard Stringfield. Not shown is Dr. David Saunders. Dr. Hynek stressed for Kurt Waldheim the global nature of the UFO phenomenon, that the 60,000 cases in the Center for UFO Studies' UFOCAT files come from 133 countries and that the mere translation of such foreign material is a burdensome task. Hynek is here proposing that the U.N. provide a mechanism to facilitate the exchange of UFO information among scientists of various countries.

GSW + FOIA + CIA = 1,000 PAGES OF UFO INFORMATION

Todd Zechel, research director of Ground Saucer Watch and director of CAUS (Citizens Against UFO Secrecy) filed a Freedom of Information Act request with the Central Intelligence Agency on July 13, including an inquiry about the reported recovery of a crashed spacecraft. On August 10, CIA Information & Privacy Coordinator Gene F. Wilson asked Zechel to suspend his request until after he has reviewed 1,000 pages of UFO documents which the CIA said were recently surfaced and currently under review. Discussions between GSW attorney Peter Gersten and assistant U.S. Attorney (District of Columbia) William Briggs (as well as information from Wilson's CIA deputy, Charles Savige) reveal the content of the material to be mostly files of the OSI (Office of Scientific Intelligence) from the 1950's. CAUS's Brad Sparks previously interviewed OSI officers in charge of the UFO files from 1949 to 1956, and this leads CAUS to feel that the files will consist mostly of Air Force and Navy UFO reports plus some records of unauthorized CIA domestic UFO investigations. There is no guarantee that the material will have any real connection with Zechel's request; indeed, the material is anticipated to be fragmentary and lacking in historical context.

The GSW/CIA lawsuit recaps as follows: on Sept. 21, 1977, GSW filed a complaint based on the Ralph Mayher film incident and the Durant Report of the CIA Robertson Panel (see IUR, Jan. '78). An agreement was reached on July 7, 1978 to allow GSW to amend its original complaint to include requests for virtually all CIA-related records. On Aug. 17, Assistant U.S. Attorney Briggs asked Gersten to go one step further. The CIA wanted Gersten to identify broadly *all* categories of UFO documents to enable the CIA to search for all of its UFO records. Based on a draft by Brad Sparks, Gersten prepared a stipulation which requested the CIA to conduct a reasonable search of 22 CIA component branches.

Remarkably, the CIA has agreed to

abide by the new suit stipulation, and their search is underway. Indeed, U.S. District Court Judge John Pratt made the order a binding one, giving the CIA until mid-December to complete the task. Such a feat would, in itself, be a remarkable event in the history of UFO research in America.

FBI UFO FILES LOST

A general file destruction program at all FBI field offices resulted in the destruction of UFO-related material on April 1-2, according to Todd Zechel of CAUS (Citizens Against UFO Secrecy). A CAUS "confidential informant" spoke with an agent at an FBI field office who indicated that as many as 10,000 pages were destroyed at that office alone. The "clean-up campaign" was part of a general program authorized by the National Archives and Records Service to dispose of field office closed files containing investigative reports, inter- and intra-office communications and related evidence. This does not apply exclusively to UFO data, naturally—other categories, such as organized crime files are also slated for the shredder.

Another, more exhaustive, file purge is due in the near future, pending Congressional approval. According to CAUS, sufficient public interest can serve to preserve certain records before NARS gives the FBI the green light to dispose of still more material. CAUS is urging the concerned public to save remaining UFO files by writing to:
Dr. James B. Rhoads
Archivist of the U.S.
National Records and
Archives Service
Washington, D.C. 20048

CORRESPONDENCE

Rod Dyke's UFO NEWSCLIPPING SERVICE has undergone a change of address . . . and management. Inquiries should be made to Lucius Farrish at: UFO NEWSCLIPPING SERVICE, Route 1—Box 220, Plumerville, Arkansas, 72127.

Sirs,

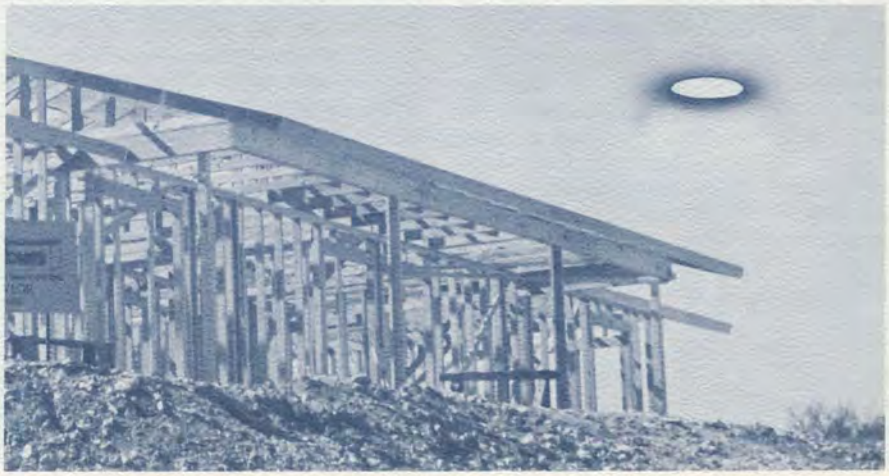
I am presently doing a research project into "Human Reactions to UFOs". Will anyone desiring to contribute to this project send their information to me:
George D. Fawcett
602 Battleground Road
Lincolnton, N.C. 28092

Thank you very much and continued best wishes to you for the future.

George D. Fawcett

IS A UFO BUZZING THE PRESIDENT'S HELICOPTER?

On Saturday, June 17 at 1: 20 PM, Linda Arosema, employed by the Defense Mapping Agency Inter American Geodetic Survey as the Visual Information Officer, took this picture of President Carter and the White House news media departing from Fort Clayton to Tocumen International Airport in the Republic of Panama. She shot it on a motor-driven Nikon with Tri-X film at f/16, 1/250 second. The picture seen below was taken in New Braunfels, Texas on March 18 at 11: 00 AM with a Canon AT-1 and was sent to the Center for UFO Studies. Both have something in common: neither photographer actually saw the UFO with their eyes; they were only photographing the helicopter and the house framework and the "UFO" image appeared after development. The explanation is the same for several identical pictures in the Project Blue Book files and the UFO literature: they are film flaws, caused by a migration of emulsion grain that results in the clear, barren ellipses and the concentration of darkness from the grains clustered together. Yet the picture of the President's helicopter "pursuit" has been given some press coverage as a "UFO" incident.



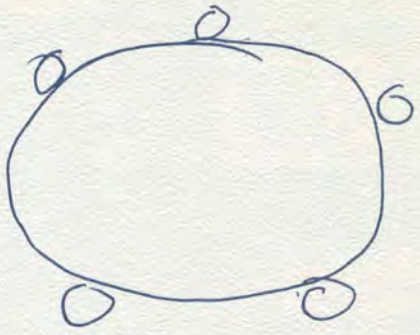
First, a comprehensive study of the UFO's reported characteristics, then the technical judgment necessary to satisfy our UFO definition.

UFO of High Merit

RADAR-VISUAL IN WISCONSIN

CASE 3-8-24

There has certainly been no scarcity of radar-related experiences recently after a considerable "drought"; indeed, two more are in the offing in future IURs. This incident was quite a dramatic one. The radar operators and the pilot helped IUR to plot out the UFO's flight path, assisted by the FAA's tape of their actual in-flight radio conversation.



Witness sketch of UFO

ENVIRONMENT

DATE: 6-24-78 TIME: 10:48 PM

PLACE: Wisconsin airspace; interaction with a multi-engine aircraft along air corridors V177W & V345 in a line running from 20 miles south of Madison northwest to Volk Field near New Lisbon. Plane's altitude: 18,000 feet; airspeed in excess of 200 m.p.h.

APPEARANCE

A horizontal oval of light, primarily white in color but with a constant blend of different shades of colors appearing across the surface. The light form had a diffuse outline and, surrounding it, a pentagonal formation of small, distinct red lights. The apparent size of the object ranged from a "large star" at the most distant to "half the full moon's diameter" (¼ degree) at the closest. No sound was heard.

MOTION

The following quotes are taken from a timed transcription of the radio conversation between the pilot and the radar controllers.

The incident began with a call by a citizen in Madison calling the fire department to report a light circling around in the sky. The department then called Joan Mahr, controller at the Madison airport tower. Her conversation at 10:45 PM with Wonnacott and Nurenberg ran as follows (MAD = Madison, AUR = Aurora):

MAD: You don't have anything over Madison anywhere, do you, doing circles?

AUR: No, we don't have anything over Madison, doing circles.

MAD: Well, I tell you I—

AUR: We've got some weather out there that's doing circles.

MAD: Ohh. Would you believe I've got a *UFO*?

AUR: Well . . .

MAD: —that I can *see*?

AUR: Let's take a look at him. Where's he at?

MAD: He's just south of the field and he is—uh—he's doing circles very fast in a small . . . looking out one window. I can't see "him," I see this light.

AUR: OK, just a second, let us flatten out the other radar a second. You say he's how far south of the field?

MAD: Well, he looks like he's over the marker, but . . . you know, it's just a light doing a circle.

AUR: Probably just a bunch of little greenies out there, eh?

Joan Mahr in Madison went on to say that it looked like a spotlight searching the sky, only weaker, and located just in the cloud layer. To check it out, the Aurora controllers note that the pilot was flying toward that area; they radioed to him at 10:48.

AUR: Have you got your landing lights on?

PIL (Pilot): Negative.

AUR: Do you see any kind of unusual lights ahead of you?

PIL: Yes, sir, I've got a bright light right at my 10:30, 11 o'clock position that just seems to be hovering out there.

AUR: Any idea of the altitude?

PIL: Yes, sir, the same altitude I am.

AUR: OK, I've got a VFR (Visual Flight Rules—Ed.) target at 2 o'clock at about 6 miles westbound squawking 1200 which would indicate a lower altitude.

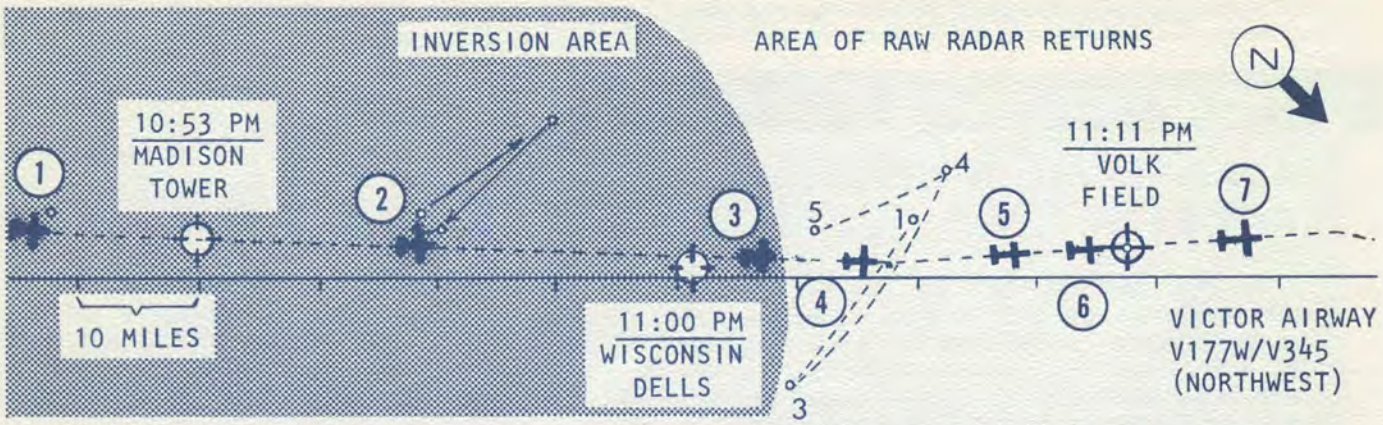
PIL: Uh, this isn't at 2 o'clock; this is between 10:30 and 11:00.

AUR: OK, we just had a call from Madison tower; they're a little concerned about lights out there. They're obviously seeing what you are. Any idea what it is?

PIL: No, but you're starting to worry me. I hope this isn't one of those——uh—UFOs.

At 10:49, the pilot guessed the bright light to be two miles away, holding its position. On radar, a possible stationary target was found at the plane's 10:30 position three miles distant, but the weather returns from that area left the controllers uncertain. In addition to the light in the WNW, the pilot noted:

PIL: I have some lights racing around on the tops of the clouds down here (there are no clouds blocking his view of the other light). I saw them



IN BRIEF: *At position #1, the pilot's attention was called to the light which he estimated to be 3 miles away. Nothing was seen on radar in the temperature inversion area. He passed the Madison airport at 10:53 PM. At position #2, the light seemed to close in from 15 miles distance to within an estimated 2 miles, dropped back to his 9 o'clock position and returned to its original distance. At position #3, he watched the light jump from his ten o'clock position to his two o'clock (left to right), stay there briefly and jump back again. This still was not seen on radar. At position #4, with radar returns available, the radar target of the UFO jumped back and forth as shown (to scale). The pilot didn't vocally acknowledge this at the time . . . he was too spellbound. At #5, both pilot and radar were in agreement that the UFO was about ten miles in front of him over Volk Field. Within two miles of the UFO at #6, the turbulence forced the pilot to switch from autopilot to manual control. He then flew under the UFO at 11:11 PM and the turbulence vanished. The pilot gratefully resumed his trip northwest (position #7). Note the slight course corrections effected by the Aurora controllers.*

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below me and I have a light that is making a circle . . . it's doing a 360° circle about once every 5 or 6 seconds.

AUR: Could that possibly be a searchlight on the ground showing up through the clouds?

PIL: That is a distinct possibility, yes, sir. The stationary target is now moving closer to me.

The pilot was flying toward a 325° heading. The target has maintained the same relationship to the plane for ten miles. As for the light below the plane flying in circles, every one has concluded that it must be a searchlight. The pilot passed the airport one mile to the west at 10:53 PM. Pilot and controllers now focused their attention on the light to the WNW.

PIL: You mean to tell me that you got nothing on radar down there at all?

AUR: We're getting a lot of temperature inversion in that area. We are painting no targets whatsoever. There are no airplanes in that area.

PIL: Tell you what, this ain't no-o-o weather inversion?

AUR: OK, could it possibly be a weather balloon?

PIL: Not unless a weather balloon lights up like a 10,000-candle light.

AUR: OK, you're sure it is an object and not a light reflecting off a cloud or anything.

PIL: Affirmative.

AUR: Have you tried moving your position in the cockpit to see if that changes the position of the target? Perhaps you're getting a reflection of some type in the cockpit.

PIL: Sir, I'll try it.

(later) I just woke my passenger up and he sees the object, too, and it is not a reflection.

Indeed, the passenger could see the light out of a rear window 45 feet behind the pilot's seat. At 10:56 PM, the light was still at his ten-thirty position at an estimated 15 miles. Then it closed in on him as close as an estimated two miles, dropped back to his 9 o'clock position and returned to the "15 miles" distance. Still no radar contact was possible because of the large area of temperature returns. Indeed, the pilot can be seen on radar in this area only because his plane is equipped with a transponder.

At 10:57 PM, the object was seen by the pilot to drop altitude to what appeared to be 500 feet below his, as the object moved up to his 11 o'clock position.

AUR: Any chance that it's an aircraft with lights?

PIL: Negative, sir, negative—uh. . . uh—it's a white light and it's changing to—it, it's a weird color. It's alternating colors so I would have to say it's not an aircraft, negative.

AUR: I take it you don't want to make any guesses as to what it is.

PIL: I may be dumb but I'm not stupid.

AUR: (laughter in background) uh, roger. Does it pose any possible threat to you?

PIL: I would say—uh—no, sir. I'm getting some turbulence right now. The object has faded now down into five distinct lights . . . uh, it's a white light with five red ones around it now.

The light form was still pacing him at his 10:30 position. Aurora in-f formed the pilot that he would have to get fifteen miles northwest of the Wisconsin Dells to clear the area obscured to "raw" radar by the temperature inversion. The sky at this point was quite clear; every star was seen in the sky. Then, at 11:01 PM, something unusual occurred:

AUR: Do you still have the target?

PIL: It went—uh—from my 10 o'clock over to my 2 o'clock and it's now hovering over there. . . . when that baby took off, it took off.

Just as rapidly, it darted back to the other side of the plane. Remember, the plane was holding a straight northwesterly course on autopilot; the plane was not whipping back and forth 120 degrees! No radar confirmation was possible until he was out of the inversion area. A few miles later, Wonnacott watched some type of non-transponding target "jump" every 6-second sweep from the left side of the pilot's position to his right and back again as shown in the drawing. No target appeared in the second of five consecutive sweeps. Simply anomalous propagation from the temperature inversion area?

Wonnacott said he has never seen it "appear" and "disappear" so fast before; furthermore, the change of positions on radar was in good agreement with what the pilot was watching at the same time.

PIL: You know, if that *is* an illusion, I can see how somebody could be easily fooled by it.

AUR: Could you possibly turn off all your dash lights and external lights for a few moments to see if that does anything?

PIL: Sir, we already did that.

AUR: OK, so it's definitely not a reflection of any type off you—uh—off your aircraft.

PIL: Definitely not, sir.

AUR: Do you have the moon in sight?

PIL: Stand by.

No, sir, no moon in sight.

AUR: Roger. Madison tower said that she could see you visually but—uh—she could still see you on radar, but she also picked up no targets on radar around you!

PIL: (sarcastically) How thrilling!

At 11:05 PM, the pilot placed the target at 12 o'clock position in front of him, perhaps 5 or 6 miles away. Suddenly, it shot up in altitude to approximately 45 degrees above him, what the pilot guessed to be an increase of six or seven thousand feet higher than him. (For this to be true, the target would have to be less than *two* miles away. The pilot acknowledged the difficulty in guessing true sizes and distances, of course; the important thing is change in angular positions.

At 11:09 PM, as the plane flew clear of the temperature inversion area:

AUR: OK, I've got a very possible target right over the Volk Airport.

PIL: Is that cotton-picker keeping pace with me at the same speed?

AUR: No sir, it appears to be stationary over Volk Field right at this time. I'll put him at 12 o'clock at seven miles.

PIL: Target's moving closer.

AUR: Roger, the target I have is stationary, you're heading right for it . . . possibly, maybe, 10 degrees off to the right of you—dead on course.

PIL: Target's coming in closer.

AUR: That target is definitely growing (on radar—Ed.)—uh—I don't know exactly what would cause that unless it was a change in relative position. It's almost the same size as your aircraft. It would now be about one o'clock at three miles.

PIL: Yes sir, it's getting very bright and turbulent here. (The pilot would later tell IUR that he was getting "white caps on his coffee").

AUR: Would you like to change course?

PIL: Uhhhh. . . I think it's just the weather. Let's go and find this thing out.

AUR: OK, down to about one-thirty and two miles.

PIL: Yes, sir.

Still got it at my 12 o'clock position at about that. I'm not "painting" any weather in this area, and I'm in clear air, but I'm getting moderate to—uh, um—lightly—um—you know, about moderate turbulence.

AUR: Roger, we—we've—uh—been having—uh—turbulence reports from that area all day long from North Central jets at 20 to 24,000.

PIL: (sarcastically) Good.

AUR: OK, you should be at about 2 o'clock at two miles.

PIL: Whatever it is, it's lit up like a Christmas tree.

This was the last thing the pilot said to the radar men as the plane converged on the target both visually and on radar. The turbulence got so bad that the pilot had to shift from autopilot to manual to hold the trim. He was too preoccupied to reply when Aurora said:

AUR: I now show you having passed the target I was painting.

Indeed, the plane had flown directly under the oval-shaped form, at 11:11 PM, providing the pilot with the largest angular size he would see (¼-degree of arc) as well as a look at its underside. The small red lights held their positions on the surface of the form such that he could only see a couple of the lights on the object's underside, the top ones blocked from view.

Meanwhile, the controllers "hearts were beating"; both men were worried when the pilot failed to respond at this critical point. Trying to encourage a response, one of them asked:

AUR: Where is the target, now, sir?

Suddenly, as soon as the pilot was beyond the UFO's position, the turbulence vanished, and (to the relief of the controllers) said:

PIL: Well, right now, I'm in extremely smooth air and—nothing. Nowhere.

AUR: OK, you've lost the target now?

PIL: Completely.

After a long pause, Aurora had the plane correct its course by 20 degrees as it had veered slightly from its original course to head toward the UFO.

PIL: I'm glad you finally got something on radar, I thought I was losing my mind.

AUR: Well, sir, in this area, I picked it up . . . I'm now also picking up some other things that could be tem-

Typical scene of controllers at the Aurora Air Route Traffic Control Center

perature inversion; however, that one was pretty steady and it did certainly correspond to your position.

PIL: Where's the Air Force when you need 'em?

AUR: That was right over their base.

PIL: Ah, ha! The "secret weapon"!

AUR: Yep, may be.

The only problem being, if that was—uh—possibly a military type aircraft that was out flitting around and—uh—and was messing around in VFR conditions, I would have been picking up reflected radar signals from it and it would have been moving along with you; however, when I was calling that target out to you, it appeared to be stationary.

PIL: That's the way it appeared to me, too, and I kept moving in close on it and I would get up there and the lights would become very distinctive and it would start to depict this shape and it was a coincidence, I'm sure, and my imagination, but every time we got close to it, we picked up turbulence.

AUR: Roger.

PIL: Believe me, I'm going to talk myself out of this yet!

AUR: No need to do that, you just saw what you saw, that's all there is.

Now compare the following dialogue with the one that took place at the end of the "radar room" scene in the beginning of the movie "Close Encounters" (itself based loosely on a *real* dialogue presented in Hynek's UFO EXPERIENCE):

AUR: Do you plan on making a report of this to any type of agency?

PIL: (hesitantly) Wellllll,,,,,,,I don't know about that . . . do you?

AUR: Well, I reported it to my supervisor and—uh—that's all I'm really required to do. *I* didn't *see* it so I wouldn't be of much value to anybody who would care to investigate a situation like this. However, if you'd like corroboration as far as radar reports and stuff—uh—that could probably be arranged.

PIL: Well, I'll think about it.

AUR: If you do make a report to anybody, and they want to know what was seen on radar, they'll just have to make an inquiry to the Chicago Air Traffic Center and mention the time and date and they'll be able to find out what patrol I was working.

PIL: OK. just given the time of day and I don't have to give them your name?

AUR: (chuckling) Oh, they'll find that out easy enough.

(says flight number), now direct all clear on course. Contact Minneapolis Center on 125.3—good night, and have a good trip.

PIL: 125.3, good night now.

SECOND PLANE SEES LIGHT

As soon as the first plane continued safely on its way, North Central flight 577 engaged the Aurora controllers in conversation about the incident. One of the controllers asked if the pilot had ever seen an "illusion like that". The commercial jet pilot replied:

PIL: Uh, could be, years and years ago, that I had that happen. Are we going to be flying in that area where we saw this? We'll be apparently northeast of it, is that right?

AUR: Yeah, you'll be northeast of it. The last place that we saw it was right directly over Volk Airport.

The stationary image of the UFO continued to be seen on the Aurora radar screens. Aurora provided the pilot with instructions for making a detour off of his original course in order to get a closer look at it. The controllers also warned the pilot about the turbulence that was experienced by the previous pilot whenever he got close.

PIL: We—uh—we don't want to take any chances like that, but—uh—maybe we can pick it up. Sometimes we can pick up other aircraft on our 50-mile scope so we'll see if we can pick it up on our scope, too.

AUR: Roger, the area that I had the target in I'm getting temperature inversion off to the southeast of it; however, the target that I called out for him that corresponded to his position is still within a mile of the same relative spot right over Volk Airport.

PIL: Very interesting.

Finally, at 11:31, NC577 made its closest approach to the distant object, about 27.5 miles east of it, before resuming its original course. (Ironically, it's doubtful that any of the passengers on the commercial flight even knew that they were being vectored in for a closer look at a possible UFO!)

PIL: I'm almost sure that I can see a light over there.

The light, although admittedly distant, was at the plane's 9 o'clock position and seemingly miles away, in general agreement with the positions plotted on radar. The pilot noted that the light seemed to be changing different colors. The image seen on radar continued to stay put over volk Field (within a mile of its original position) and faded at 11:50 PM in the same place.

Total visual duration (first pilot only): 23 minutes.

WEATHER

Broken to overcast clouds from 12,000 to 15,000 feet. The sky was clear above this and visibility was unrestricted (witnesses up at 18,000 feet). The pilot was thus able to look down unto the clouds to see the searchlight aimed up from below. A widespread temperature inversion condition created a broad radar weather return which served to obscure the appearance of any non-transponding targets SE of a point 5 miles N of the Wisconsin Dells. Air turbulence had been reported all day by high-altitude planes in that area.

WITNESS REACTION

PILOT: Anonymous: primary visual witness. 32 years old, 8500 flight hours, first class medical certificate with no waivers. United Airlines physical one year ago. The witness displayed a good-natured, earthy self-presentation and professed no previous interest in UFOs; yet he was upset by the aerial encounter and was even shaken by the experience of rehearing his radio conversation on tape. The pilot has requested anonymity in order to protect his charter flight business reputation and has withheld the name of the passenger he was transporting as well, as he, too, does not wish to be accused of seeing "imaginary spaceships" (O, tempora! O, mores!). Similarly, the *type* of plane must be kept confidential as the pilot fears that would identify him; it is a multi-engined aircraft capable of seating two up front and eight in the back.

PASSENGER: Also anonymous: secondary witness. 36-years old, extremely wealthy businessman from Phoenix. Unavailable for comment to IUR; the pilot indicated that he was also upset by the experience.

RADAR CONTROLLERS: Glen Wonnacott, 32, air traffic controller for eight years, stationed at Aurora (Chicago) Air Route Traffic Control Center. Watched the UFO as a non-transponding radar target along with controller Wayne Nurenberg. These two men called the incident to the attention of their watch supervisor but no further action was taken on the sighting. It was doubted that the incident was logged by their supervisor.

ON THE CASE

SOURCE: Direct call from the radar operators to the Center for UFO Studies.

The pilot and the two controllers were personally interviewed by Allan Hendry. The flight paths of the plane and the UFO were plotted on flight charts. The controllers provided IUR with a tape recording of their radio conversation with the pilot; this tape was uninterrupted and the time of the beginning and end was noted, so the time of any event on the tape could be interpolated.

Because of the proximity of McCoy Army Air Force Base, IUR contacted them to see if any of their operatons could have accounted for the sighting. Similarly, we contacted the Army National Guard training site, also very close to Volk Field. Neither group was aware of the incident, nor did they have anything logged that was up on that occasion. Checks with the TOMAH JOURNAL and MONITOR HERALD and the county sheriff's office for additional visual witnesses also proved fruitless.

ALTERNATIVE EXPLANATIONS

ASTRONOMY: The first half of the pilot's testimony sounded dangerously like a description of a bright star like Venus: that of a bright light stationary in the west simply "pacing" him for many miles. From here, an argument would have to be made that changes in the positioning of the light were created by changes in the attitude and bearing of the plane . . . Venus' visual appearance was smeared and distorted by the temperature inversion . . . the radar target was only fortuitously-placed ground clutter, and so on. This argument breaks down, however, when one considers the rapid shifting back and forth, confirmed by radar, coupled with the fact that the plane converged on the target and flew *underneath* it, also confirmed on radar. Finally, Venus had set that night at 10:30 PM.

METEOROLOGY: The large area of radar obliterated during the temperature inversion conditions (which moved slowly southeast like a large sheet on radar during the incident) throws a messy element into the case. Other ground clutter "targets" were seen by the controllers when they picked out the one over Volk. Yet that image was described as "solid" and coincided with the visual action reported by the plane.

What about the turbulence? Reports of moderate turbulence had been made by jets seven hours previous to the encounter. Yet the sudden dropout of turbulence into extremely smooth air—with *no more "bumps"* on the rest of the pilot's trip—led controller Wayne Nurenberg to remark that while turbulence is unpredictable, it doesn't work like that. No squalls were noted in the area.

AEROSPACE: No interpretation possible.

SOCIOLOGY: it is ironic to note that the whole episode began because of a sighting of what all parties became convinced was only a Madison spotlight playing on the clouds. Note also that the pilot was asked to look for "unusual lights"; that the pilot thus had the stage set to "watch for UFOs" is the most significant psychological element present in the case.

CONCLUSIONS

Again, as in the other all-too-few documented radar-visual cases in the UFO literature, the target was viewed distantly against a night sky. Even more so than in other cases, the onus of "temperature inversion" haunts the radar end of the incident; yet the unusual features of the extremely fast back-and-forth motions of the UFO, coupled with the planes flight under the object and the concurrent cessation of turbulence lend strength to the conclusion that a truly anomalous sighting was made. Equally important was the availability of a timed tape of the event and the chance to meet with both the controllers and the pilot in person. One way the case would be aided would be to talk with the second visual witness, the businessman on board the multi-engined plane; yet the climate of ridicule that resulted in the radar men being teased as the "Swamp Gas Team", and caused the first pilot to desire total anonymity, has cowed him from even talking with us. It's regrettable, yet no one understands the social reality of "UFO harassment" better than we.

PROFILE: JUNE, 1978

● —IFO ★ —UFO

UFOs include 3-7-121, 3-8-12, 3-8-18, 3-8-21, and 3-8-24. Verifications and complete details on these cases are on file and available on request.

That case identified as a model plane above wasn't resolved by skill, but luck. The initial report was of 2 sets of three blue lights each seen in Miami, Florida to whirl about in tight circles in the night sky. One of the lights abruptly left one formation and shot off toward the ground. The witness found out *for himself* that his sighting was caused by two model planes flown by neighborhood kids with blue lights attached to them . . . and one of them did indeed detach and fall off. UFO research by its very nature forces one to study *not* the UFOs themselves, but descriptions of the UFOs. In this case, the verbal description was an accurate one . . . but would it have led to a valid conclusion on the status of the sighting by itself? What chances would any routine investigation have had of solving this IFO episode?

IFOs:

Stars and Planets	57
Ad Planes	38
Aircraft	18
Meteors	6
Satellites	5
Spotlights	4
Flares	2
Test Clouds	2
Prank Balloon	2
Model Plane	1
Kite	1
Debris	1
Balloon	1
Moon	1
Reflection	1

EXCEPTIONS:

Inconsistent Data	2
Insufficient Observation	1
Unreliable Witness	1

UFOs:

NL	3
RV	1
CE III	1

Total Number of Reports	149
Average per Day	5.0
Peak Activity (24 cases)	6/3

Total Number of UFOs	5
Total Number of IFOs	140

UFOs: 3.4% **IFOs:** 96.6%

Twenty-three "star" reports were generated by the Mars Saturn conjunction on June 23 and 24.

EDITORIAL (from p. 1)

of appearing in isolated places and late at night! *Ease with which a photograph can be made*: UFOs appear to be most uncooperative to "sit" for a portrait. Furthermore, think of how many UFO experiences occur when the witness is moving in a car. And, to put it mildly, the UFO does not "make an appointment" with the photographer.

We could scrap all the above as relatively unimportant. The important point is the emotional state of the witness. Seldom under emotional stress, as when a person comes upon a gory automobile accident, or sees a person jumping to the death from a roof or is placed in a severe fear or surprise situation, will a person even *think* of photography. Even a professional news photographer told me that when he had his UFO experience he had all this photographic gear in readiness, but the thought of taking a picture did not occur to him!

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